

Corrigendum to ECE/TRANS/WP.29/ 2013/119

PROPOSAL

Annex 8,

Paragraph 1., the second diagram

Incremental increase of NO₂
"not more than 20% (30%)",

is replaced by:

Incremental increase of NO₂
"not more than 30% "

Annex 10,

Paragraphs 6.1.1. and 6.1.2., correct to read:

"6.1.1. The operator warning system shall be activated in accordance with paragraphs 4.3. to **4.7.** of this annex.

"6.1.2. The operator inducement system shall be activated in accordance with paragraphs **5.2. and 5.3.** of this annex, **20** hours after detection of the malfunction in paragraph 6.1.1. of this annex."

RATIONALE:

During the drafting of ECE/TRANS/WP.29/2013/119, the references in paragraph 6.1.1. and 6.1.2. of Annex 10 (second warning and inducement after engine re-start) were not correctly written. According to the OICA/Euromot proposal for the second warning and inducement, which was agreed by the REC Informal Working Group, the time periods for the second warning and inducement should be exactly the same as for the first warning and inducement. This is not correctly reflected in the wording of paragraphs 6.1.1. and 6.1.2.

It is therefore proposed to amend document ECE/TRANS/WP.29/2013/119, as shown above in bold. The REC IWG members agreed to this change at the 16th meeting on 11/09/2013.

In addition, a reference to an alternative NO₂ limit that had been under discussion was not removed from Annex 8 of ECE/TRANS/WP.29/2013/119 and it is proposed to correct this.

GRPE secretariat and WP.29 are asked to accept these minor corrigenda without further discussion at GRPE.
